

FE80

WIRE DRAG

Diagram No. 1221-2

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

DESCRIPTIVE REPORT

Type of Survey ... Wire Drag

Field No. PBS-4149-WD

Registry No. FE-80WD

LOCALITY

State Virginia

General Locality .. Atlantic Ocean

Sublocality Northern Approaches to

..... Chesapeake Bay

1949

CHIEF OF PARTY

..... G.R. Fish

LIBRARY & ARCHIVES

DATE March 13, 1950

☆U.S. GOV. PRINTING OFFICE: 1985-566-054

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as F.E. No.6 1949WD

FE80

WIRE DRAG

FE No.6

1949

WIRE DRAG

Diag. Cht. No. 1221-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey FIELD EXAMINATION - WIRE
DRAG
Field No. PBS-4149-WD Office No. F.E. No. 6,
W.D. (1949)

LOCALITY

State Virginia
General locality Atlantic Ocean
Locality Northern Approaches to Chesapeake
Bay

1949

CHIEF OF PARTY

G.R.Fish

LIBRARY & ARCHIVES

DATE March 13, 1950

B-1870-1 (1)

FE No.6
WIRE DRAG 1949

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

F.E. No.6. W.D. (1949)

REGISTER NO. ~~XXXXXXXXXX~~

Field No. PBS-4149WD

State VIRGINIA

General locality ATLANTIC OCEAN

Locality NORTHERN APPROACHES TO CHESAPEAKE BAY

Scale 1:40,000 Date of survey 6 to 20 MAY 1949

Instructions dated 18 AUG. / & 8 APRIL 1949

Vessel PARKER, BOWEN & STIRNI

Chief of party G.R. FISH

Surveyed by G.R. FISH

Soundings taken by ~~XXXXXXXXXX~~ fathometer, graphic recorder, ~~XXXXXXXXXX~~

Fathograms scaled by _____

Fathograms checked by _____

Protracted by STANLEY M. TARKENTON

DRAG STRIPS INKED BY _____

~~XXXXXXXXXX~~ XXXXXXXXXX " " "

Soundings in ~~XXXXXXXXXX~~ fathoms feet at MLW ~~MLW~~

REMARKS: _____

DESCRIPTIVE REPORT
TO ACCOMPANY

WIRE DRAG SURVEY FIELD SHEET NO. F.E. No 6, 1949 (PBS 4149 WD)

SHIPS PARKER, BOWEN & STIRNI

Lt. Comdr., G. R. Fish, Comdg.

AUTHORITY

This survey was executed in compliance with supplemental instructions for Project CS-326, dated 5 March 1948, 18 August 1948 and 8 April 1949 and letter from the Director dated 13 April 1949.

DATE OF SURVEY

Field work on this sheet was from 6 to 20 May 1949.

SCOPE

This survey was made in order to locate and determine the least depth over Items Nos. 3, 4, and 5 of Supplemental Instructions dated 18 August 1948 and Item No. 8 of Supplemental Instructions dated 8 April 1949.

CONTROL

This survey was controlled by Shoran distances from two shore stations. Station MAC was at Little Machipongo Coast Guard Station and Station TEA was at Assateague Lighthouse. The stations were approximately 50 and 150 feet high, respectively, and the heights were sufficient for the distances used.

Before beginning field work the shoran sets were calibrated in Chesapeake Bay and the correct zero settings determined for various combinations of sets. The shoran distances as recorded in the wire drag record books have been corrected to agree with the calibrated value.

SURVEY METHODS

Standard dual control methods were employed throughout this survey. Azimuths to the NEAR and FAR buoys were determined by the Guide and End Vessels, respectively, by azimuth circles mounted on peloruses with gyro repeaters and located on the flying bridges.

Standard 100 foot lengths of ground wire were used for the towline and the distance from the pilot house to the end of the bridle was added in determining the total length of the towline. The distance from the pilot-house to the towing end of the bridle was approximately 60 feet. This distance increases as the end buoy shifts away from the stern towards the beam. The following entries were made for length of towline:

<u>Length of Ground Wire Used in Feet</u>	<u>Length of Towline Entered in Meters</u>
500	180
600	210

Tests for lift were made by the Tender using a graduated lead-filled pipe attached to a graduated airplane cord. This line was attached to a standard small-buoy reel mounted on a float. The pipe was coated with a mixture of white lead and oil to accurately determine point of contact with ground wire.

Some search wire dragging was done when the swell was moderately large and tests that indicated excessive lifts as compared with other sections were retested. Tests for lift were taken as thought necessary to adequately determine the lift.

The Ship PARKER was used as the Guide vessel, the Ship BOWEN as the end vessel, and the Ship STIRNI as the tender.

Some reconnaissance hydrography was accomplished to facilitate setting the drag to the proper depth. The positions were controlled by shoran and the fathometer soundings, corrected for predicted tides, have been penciled on the beat sheets. There are no other records of these soundings. *Soundings have no office value and were not retained.*

RECORDS

Drag settings were based on predicted tides for Sandy Hook, New York, corrected for time and height as applied to Little Machiponge Inlet. Actual tides used in the completion of the smooth records were based on the tides for Sandy Hook, New York, and Lewes, Delaware, and were furnished this party by the Washington office. All references to effective depths, unless otherwise specified, are those indicated in the record books.

Tide reducers and lifts have been entered to the nearest 0.5 foot and checked. Drag strip diagrams showing the effective depth in integral feet have been drawn and checked in the record books.

TIDES

Tide gages were not maintained by this party. Tides from the Sandy Hook, New York, and Lewes, Delaware, tide gages were furnished by the Washington office for the applicable areas and were used to process the records.

OBSTRUCTIONS, CLEARANCES, DISCREPANCIES, ETC.

Special reports for each wreck were submitted to the Director during the progress of this survey and copies of these reports were forwarded to the Supervisor, Southeastern District. Copies of these reports are attached hereto and become a part of this report. An obstruction data sheet showing the minimum hang and the maximum clearance and based on the final corrections is included in this report and these values take precedence over the values listed in the special reports.

LOCATION OF FLOATING AIDS TO NAVIGATION

Floating aids to navigation within the area covered by this beat sheet and on the outside coast were located during the progress of field work. The positions were submitted to the Director during the progress of this survey and copies of these reports were forwarded to the Supervisor, Southeastern District. Copies of these letters are attached hereto and become a part of this report.

RECOMMENDATIONS

It is recommended that work on the four wrecks covered by this report be classified as completed.

G R Fish

G. R. Fish

Lt. Comdr., USN&GS

Comdg. Ships PARKER, BOWEN, STERNI

OBSTRUCTION DATA SHEET

LOCATION	GENERAL DEPTH FEET	MINIMUM HANG FEET	POSITION NUMBER	MAXIMUM CLEARANCE FEET	POSITION NUMBER	CHARACTER OF OBSTRUCTION	REMARKS
Lat. 37° - 27.80 Long. 75 - 16.70	78 - 98 83 - 108 100 - 109	----	----	71 - 72 ✓ 77 ⁷⁶ - 74 ✓ 88 - 86 ✓	1A - 32A 1B - 46B 1G - 40G	Wreck No. 265	Not found See descrip- tive report
Lat. 37 - ³² 42 - ⁵⁹⁰ 400 meters Long. 75 - 24 - ⁹⁶⁰ 960 meters ₁₀₃₀	72	59 ✓	16.2D	⁵⁶ 57	27 - 32D	Wreck No. 805	56-ft sdg
Lat. 37 - 32 - ¹²⁸ 80 meters Long. 75 - 13 - ¹¹³⁰ 1130 meters ₁₂₂₁ ✓	78	61 ✓	59.2E	60 ✓	50 - 54E	Wreck N.M. No 36 (1945)	H.O. NO. 858
Lat. 37 - 44.4 Long. 75 - 18.2	53 - 71 55 - 70 57 - 69	----	----	57 - 55 56 - 57 57 - 58	1F - 26F 27F - 48F 49F - 71F	Wreck N.M. No. 21 (1947)	Not found

STATISTICS FOR SHEET NO. FE No 6, 1949 (PBS-4149, WD)

Project CS-326

Ships PARKER, BOWEN, STIRNI

<u>Date</u> <u>1949</u>	<u>Day</u> <u>Letter</u>	<u>Stat. Miles</u> <u>Drag</u>	<u>Number</u> <u>Positions</u>	<u>No. H.L.</u> <u>Soundings</u>	<u>No. Fath.</u> <u>Soundings</u>
6 May	A	3.4	32	----	----
7 May	B	3.4	46	----	----
9 May	C	1.5	23	----	4
17 May	D	3.7	32	----	3
18 May	E	3.7	60	----	4
19 May	F	8.6	71	----	----
20 May	G	5.0	40	----	----
Totals		29.3	304	----	11

Total square statute miles area dragged -- 21.0

418 Post Office Building, Norfolk, Virginia

25 May 1949

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 265, FRANCIS E. POWELL
(bow portion)

This wreck is Item No. 4 of Supplemental Instructions dated 18 August 1948, and Item No. 3 of Supplemental Instructions dated 8 April 1949.

The area in the vicinity of the charted position of the wreck and outside the area covered by wire drag in 1948 was searched with sonar with negative results. ~~REMARK~~

One wire drag strip was added to each the northwest, northeast and southeast sides of the 1948 wire drag area. The effective depths of the strips are 71.0, 74.5 and 87.0 feet, respectively, and all strips were cleared. A wire drag strip was not added to the southwest side of the 1948 wire drag area due to the breakdown of the shoran on the PARKER and the necessity of mechanical repairs to the PARKER and STIRNI. The shoran station at Little Machipongo Inlet was moved to Ocean City, Maryland while the repairs were being made. The Southeastern District Supervisor contacted the Section of Field Work, Division of Coastal Surveys, by telephone concerning the moving of the shoran station and leaving Wreck No. 265 in the present status.

The following is quoted from Special Report No. 94, 1945, Report of wrecks surveyed by USCG GENTIAN in Fifth Naval District, 1944; page 8:

" On 16 May 1944 the wreck (No. 265) was located by the YP-449, and on 24-25 August by the GENTIAN. A diver placed on the wreck by the YP-449 reported that it was the bow end of a ship resting upside down with no protrusions above the hull. The positions determined by the two survey vessels differ by one mile, but the GENTIAN's is accepted as being more reliable.

Position of this wreck is based on the location Buoy Fl.R"8A" which in turn was located from Parramore Banks Whistle Buoy "10P". The wreck bears 2.0 miles 221°T from Buoy Fl.R"8A".

The GENTIAN position is latitude ³/₂₇° - 28.8' N, longitude 75° - 16.8' W.

Depths are based on predicted tides for the vicinity.

It is recommended that no further search be made for this wreck. ✓
(Wreck deleted on Chart 1221)

" " " " 1109
" " " " 1000 *James*

G. R. Fish
Lt. Comdr., USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

cc: Supervisor SE District

418 P. O. Building, Norfolk, Virginia

23 May 1949

To: The Director
U. S. Coast & Geodetic Survey
Washington, D. C.

Subject: Special Report on wreck No. 805 (BARGE ALLEGHENY)

This wreck is Item No. 3 of Supplemental Instructions dated 18 August 1948.

Location of the wreck of Barge "ALLEGHENY"

Lat. 37° - 32.24^{27}
Long. 75° - 24.32^{16}

Location of Parramore Banks Lighted Whistle Buoy 10 P:

Lat. 37° - 31.98^{24}
Long. 75° - 25.75^{24}

The U.S.C.G. GENTIAN in 1944 reported the most probable position of this wreck as being Lat. 37° - $32.5'$; Long. 75° - $24.3'$ which agrees fairly closely with the position as determined after wire dragging. The water depth of about 73 feet also agrees with the depth of 74 feet listed in the instructions. Another U.S.C.G. position determined in 1943 lists a position about $\frac{1}{2}$ mile west of the GENTIAN position. The Supplemental Instructions of 18 August 1948 list the position as Lat. 37° - $32.5'$; Long. 75° - $24.2'$ which agrees with a position determined by the YP-449 on 5/18/44.

A drag set to an effective depth of 56.5^{59} feet hung the wreck.

A drag set to an effective depth of 56.0 feet cleared the wreck. The drag was then reversed and cleared the wreck when set at an effective depth of $(57.0)^{56}$ feet. *56-ft sdg. by tender*

Depth are based on predicted tides for the vicinity.

Recommended charting depth 57^{56} feet.

cc: Supervisor
S. E. District

G. R. Fish
Lt. Comdr.
Comdg. Ships PARKER,
BOWEN & STIRRI

418 P. O. Building, Norfolk, Virginia

23 May 1949

To: The Director
U. S. Coast & Geodetic Survey
Washington, D. C.

Subject: Special Report on Wreck No. 858

This wreck is Item No. 5 of Supplemental Instructions dated 18 August 1948. The special report of the U.S.C.G. GENTIAN, no. 94, assigns H. O. No. 858 to this wreck.

Location of the wreck:

Lat. $37^{\circ} - 32.05'$

Long. $75^{\circ} - 13.79'$

A drag set to an effective depth of 63.0 feet hung the wreck.

A drag set to an effective depth of 61.0 feet hung the wreck and cleared when tension was released.

A drag set to an effective depth of ~~59.0~~⁶⁰ feet cleared the wreck.

When picking up the last drag the BOWEN passed directly over the wreck and obtained a fathometer sounding of approximately ~~59.0~~⁶⁰ feet in 75 to 77 feet of water.

Depths are based on predicted tides for the vicinity.

Recommended ^{clearance} charting depth ~~59~~⁶⁰ feet.

cc: Supervisor
S. E. District

G. R. Fish
Lt. Comdr.
Comdg. Ships PARKER,
BOWEN & STIRNI

418 P. O. Building, Norfolk, Virginia

23 May 1949

To: The Director
U. S. Coast & Geodetic Survey
Washington, D. C.

Subject: Special Report on wreck (N.M. No. 21, 1947)

This wreck is Item No. 8 of Supplemental Instructions of 8 April 1949. These Instructions list the position of a fishing vessel reported in Lat. $37^{\circ} - 44' - 24''$; Long. $75^{\circ} - 18' - 12''$.

A sonar search was made of the vicinity with negative results.

The area was then wire dragged with a drag set to an effective depth of 56.0 feet and the area was cleared to this depth except where the water depths were shoaler and the ground wire was on the bottom. An area extending more than a mile in all directions from the reported position was covered by the wire drag.

The effective depth is based on predicted tides for the vicinity.

It is recommended that the wreck symbol be deleted from the charts. *(Removed from Chart 1221)*

cc: Supervisor
S. E. District

G. R. Fish
Lt. Comdr.
Comdg. Ships PARKER,
BOWEN & STIRNI

BOWEN

418 Post Office Building, Norfolk, Virginia

25 May 1949

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Floating Aids to Navigation - Project CS-326

The location of the floating aids to navigation as listed below were determined when this party was working on Field Sheet PBS-4149 WD:

Name	Lat. & Long.	Date & Time	Depth (not corrected for tide)
Assateague Buoy 5	37° - 51.92 ⁴⁴ 75 - 23.55	5-9-49 0720AM	17.0'
Chincoteague Inlet Lighted Bell Buoy 3	37° - 51.50 ⁴ 75 - 23.16	5-9-49 0724 AM	18.0'
Turner Lump Lighted Bell Buoy 2TL	37° - 48.98 [✓] 75 - 22.30	5-9-49 0738 AM	33.0'

*Superseded by
attached
tabulation sheet*

G. R. Fish
Lt. Comdr., USC&GS
Comdg. Ships PBS

cc: Supervisor SE District

Ships, PARKER, BOWEN, STIRNI
Room 418 Post Office Bldg.
Norfolk, Virginia

23 June 1949

To: The Director
U. S. Coast and Geodetic Survey
Washington 25, D. C.

Subject: Floating Aids to Navigation - Project CS-326

The location of the floating aids to navigation as listed
below have been determined by this party.

Name	Lat. Long.	Date & Time, 1949	Depth
Parramore Banks	37 - 31.98	17 May	144'
lighted whistle	75 - 25.84	1127	
Buoy "LOP"			

*see attached
tabulation sheet*

G. R. Fish
Lt. Comdr., USCGS
Comdg. Ships PARKER,
BOWEN, STIRNI

cc: Supervisor SE District (2)

LIST OF SIGNALS

To Accompany

H-7720 WD

TRIANGULATION STATIONS

*ASSATEAGUE LIGHTHOUSE, 1909-42

*LITTLE MACHIPONGO COAST GUARD TOWER, 1937-42

ASSATEAGUE COAST GUARD, 1933-37

WALLOPS BEACH COAST GUARD 3 (NEW TOWER), 1937-42

* Shore Stations

FLOATING AIDS TO NAVIGATION

H-7720 WD *FE 6 (1949)*

NAME	LAT.	METERS	LONG.	METERS	DEPTH	POS. NO.	DATE
ASSATEAGUE BUOY 5	37-51	1738.6 ✓	75-23	802.1 ✓	14 1 ² ✓	1e	5/25/49
CHINCOTEAGUE INLET LIGHTED BELL BUOY # 3	37-51	920.2 ✓	75-23	253.7 ✓	15 1 ² ✓	2e	5/25/49
TURNERS LUMP LIGHTED BELL BUOY 2TL	37-48	1808.8 ✓	75-22	448.4 ✓	31	3e	5/25/49
PARRAMORE BANKS WHISTLE BUOY 10P	37-31	1830.9 ✓	75-25	1239.1 ✓	44	1d	6/23/49

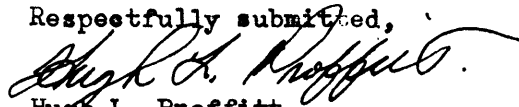
ADDENDUM
To Accompany

WIRE DRAG SURVEY H-7720WD (Field No. PBS-4149WD)

WIRE DRAG LINES

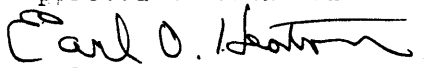
Only those drag lines showing effective depths and clearances over wrecks and those showing areas cleared, were plotted on the Smooth Sheet. The remaining lines are being submitted on tracing paper over-lays.

Respectfully submitted,


Hugh L. Proffitt
Cartographer

Norfolk, Va.
8 March 1950

Approved & Forwarded:


Earl O. Heaton
Supervisor, S.E. District

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

17 March 1950

Division of Charts: R. H. Carstens

Plane of reference approved in

~~5 volumes of Sounding Records for~~5 volumes of Wire Drag and Sounding Records
for FE No. 6 1949~~HYDROGRAPHIC SHEET~~

Locality Virginia Coast, Atlantic Ocean

Chief of Party: G. R. Fish in 1949

Plane of reference is mean low water, reading

2.0 ft. on tide staff at Sandy Hook, New Jersey

9.3 ft. below B. M. 2 (1923)

2.0 ft. on tide staff at Lewes, Delaware

13.3 ft. below B. M. 36 (1947)

Height of mean high water above plane of reference is as follows:

Sandy Hook = 4.6 feet

Lewes = 4.2 feet

Condition of records satisfactory except as noted below:

E.C. McKay

Section

Chief, ~~Division of Tides and Currents.~~

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E. No.6, W.D. (1949)

Records accompanying survey:

Boat sheets ².....; sounding vols. ¹.....; wire drag vols. ⁴.....;
bomb vols.; graphic recorder rolls ¹envel.
special reports, etc. ¹envel. Drag Overlays
.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	.....	608
Number of positions checked	.....	27
Number of positions revised	.....
Number of soundings revised (refers to depth only)	.....
Number of soundings erroneously spaced	.....
Number of signals erroneously plotted or transferred	.....
Topographic details	Time	.....
Junctions	Time	.....
Verification of soundings from graphic record	Time	..... 1/2

Verification by.....¹².....Total time ..10 hrs Date 13 Oct '50

Reviewed by.....¹².....Time ..6 hrs Date 14 Nov '50

REVIEW OF FIELD EXAMINATION NO. 6, 1949

This field examination was made for the purpose of investigating four sunken wrecks falling within the limits of Chart 1221 off the Virginia coast.

Two sunken wrecks were detected by Sonar and then wire dragged, using Shoran for control. No wrecks were found in the other two areas.

The results of the examination are tabulated on the obstruction data sheet in the Descriptive Report. The wire drag work was plotted on a large smooth sheet which has been cut into the three sections retained for filing with the Descriptive Report.

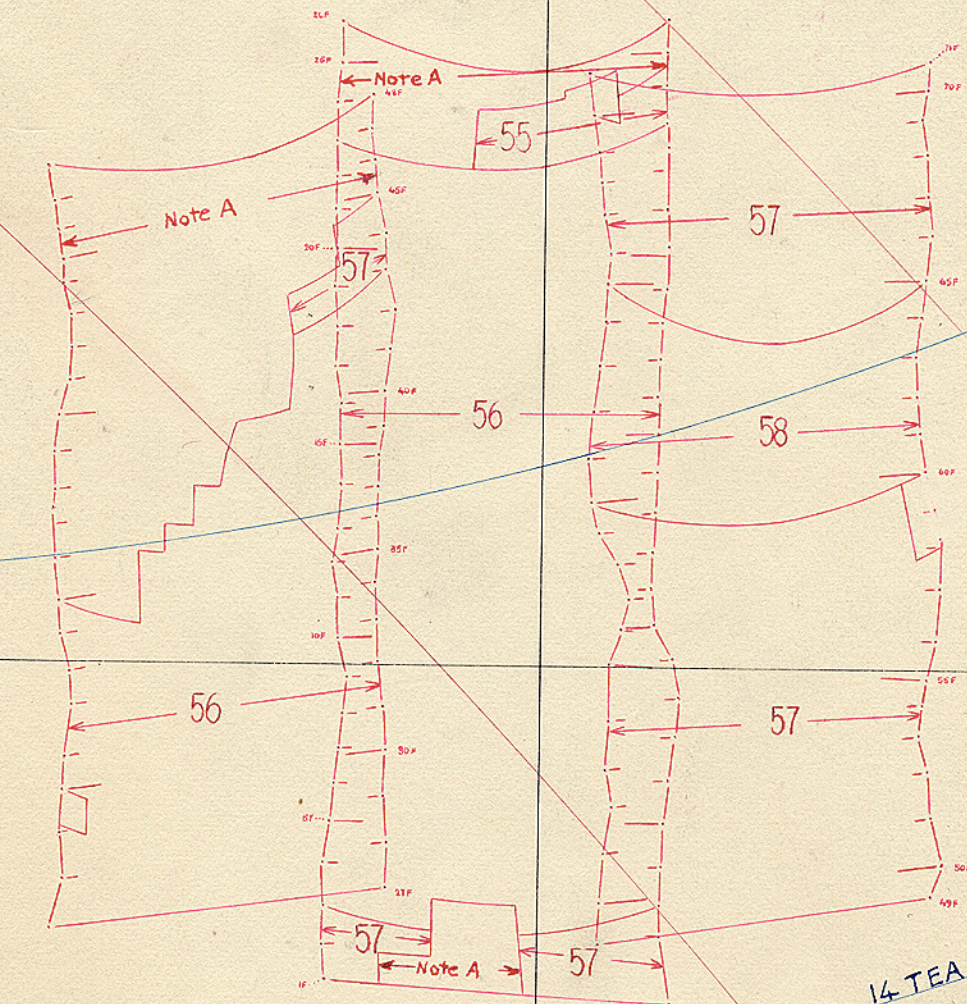
The field examination was applied to Chart 1221 before verification. The current print (50-10/16) is in agreement with the verified work.

The Descriptive Report and attached correspondence adequately cover all matters pertaining to this examination. No further discussion is necessary.

G. F. Jordan

Inspected by: R. H. Carstens
November 14, 1950

ITEM 8



"Note A": Dragging along bottom

F.E. No. 6, 1949

Scale- 1:40,000

Sheet 1 of 3

Note: Effective depths are omitted
where drag was on bottom

34'

24

16 MAC

18

WRECK 805

26°

32'

"10P"

cleared by 56 ft

28 TEA

F. E. No. 6, 1949

Scale- 1:40,000

Sheet 2 of 3

37°30'

26'

75° 24'

22'

sounding - 63 ft
Cleared by 60 ft

26 MAC

WRECK No. 858

F.E. No. 6, 1949

Scale - 1:40,000

Sheet 3 of 3

30 TEA

WRECK 265

Covered by
F.E. No. 7, 1948 (WD)

22

34

75° 18'

26'

32

16'

26'

14'

28'

37° 30'

75° 12'

28

32

28

72

71

72

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NAUTICAL CHARTS BRANCH

SURVEY NO. F.E. No.6, W.D. (1949)

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.